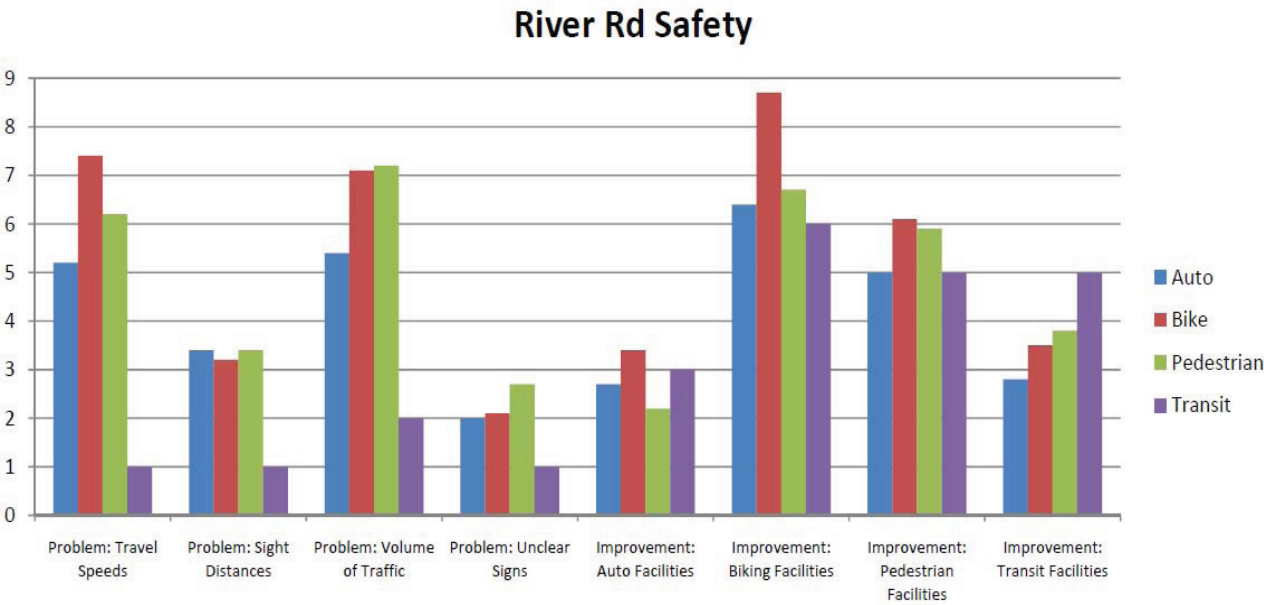
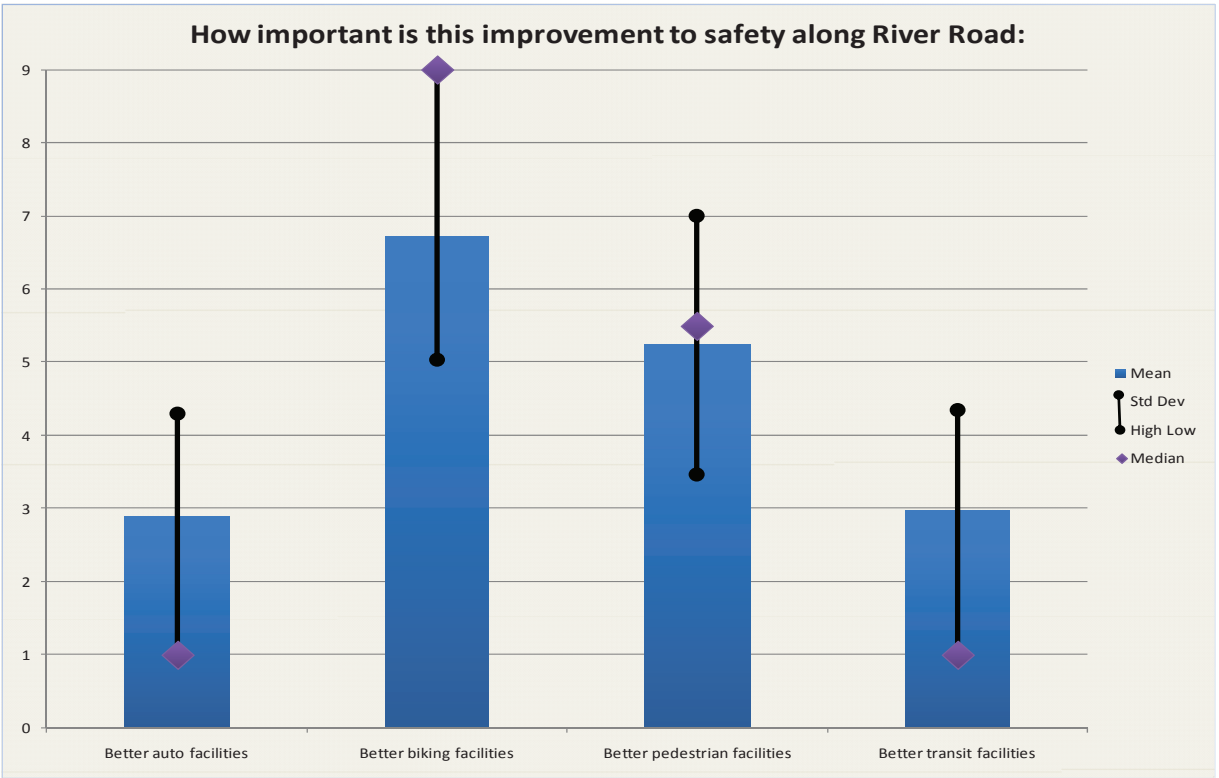
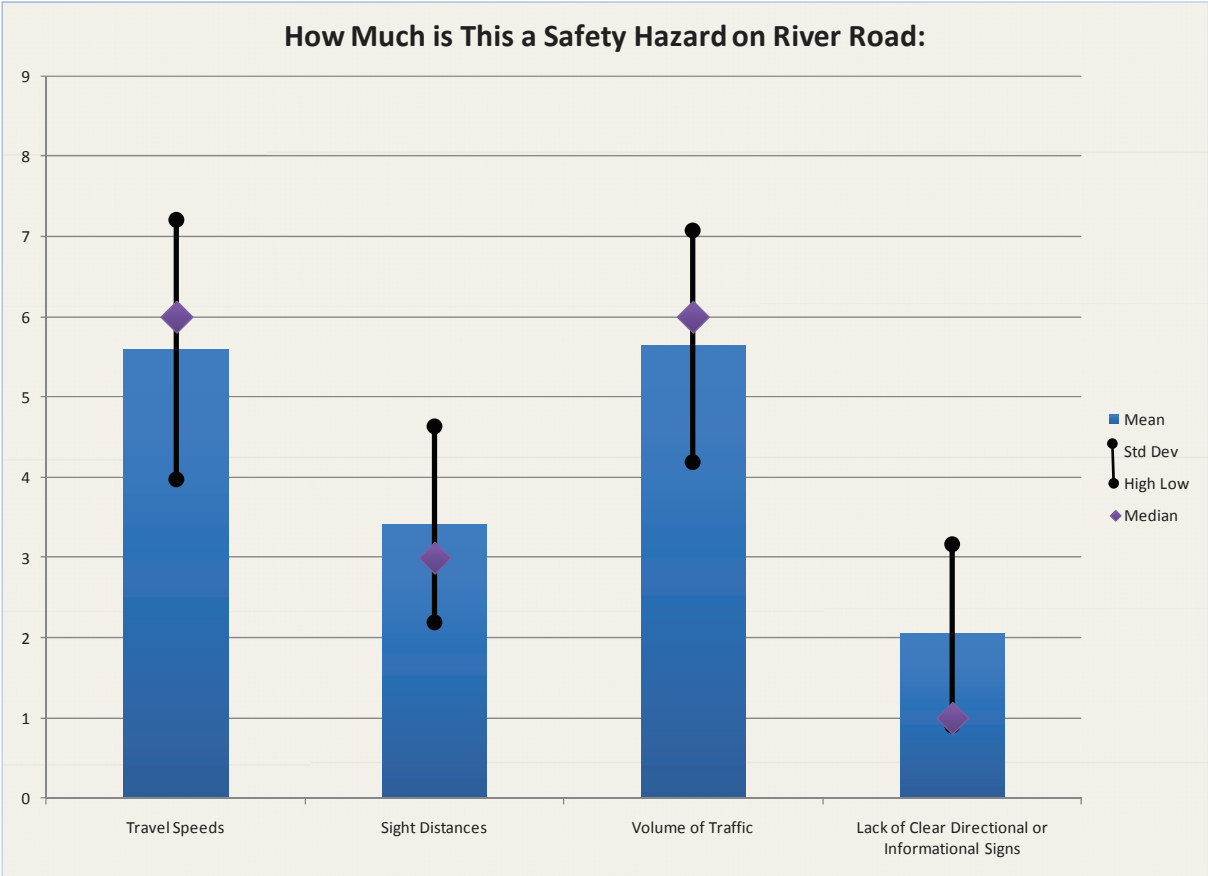


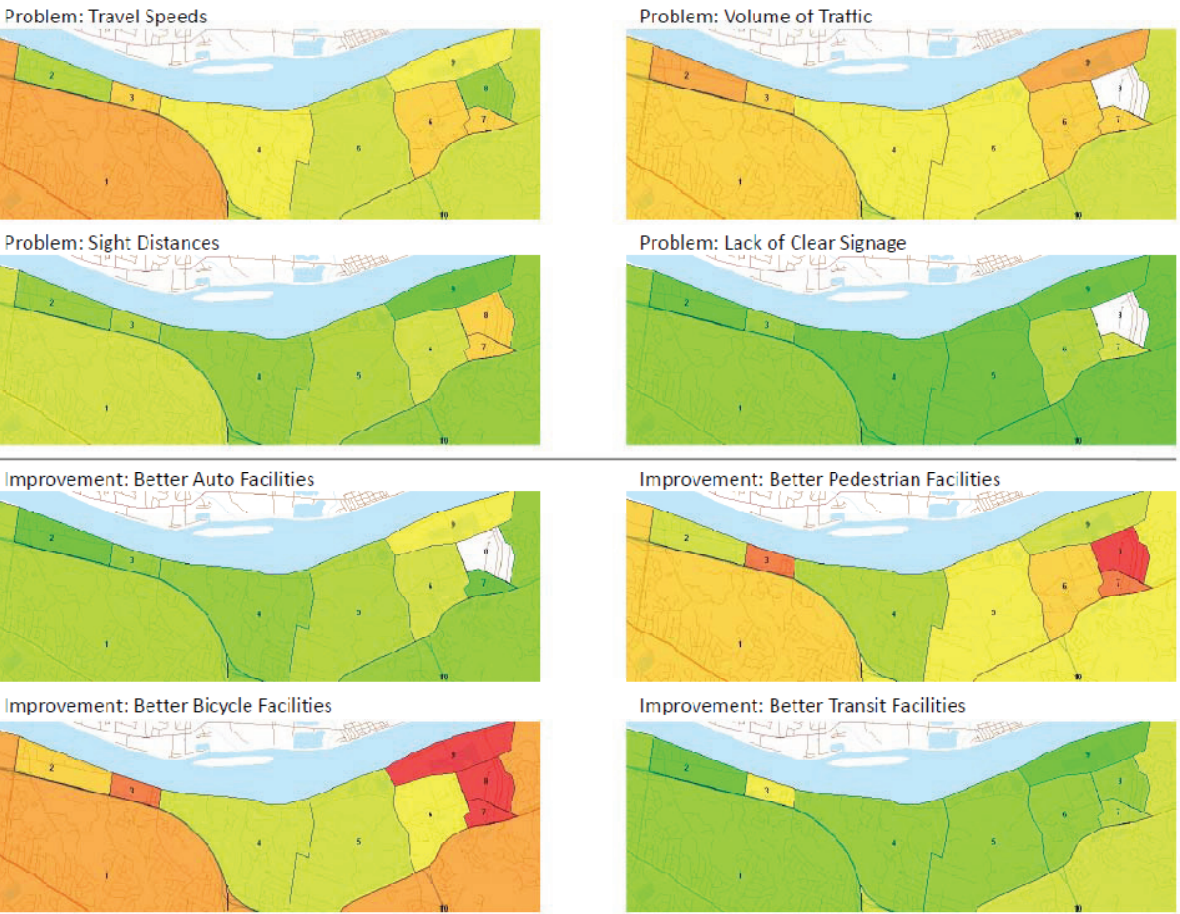
River Road Safety

Participants were asked to evaluate how prominent various conditions were vis-à-vis safety on River Road, where 9 = Very Prominent, and 1 = Not Prominent at All. They were also asked how important various modal improvements would be to safety along River Road, where 9 = Very Important and 1 = Not Important at All. In general,

- ‘Travel Speeds’ and ‘Volume of Traffic’ are the biggest safety problems. Each is rated slightly above average prominence (5.6 for each)
- ‘Travel Speeds’ and ‘Volume of Traffic’ are considered bigger safety problems by bicyclists and pedestrians. In addition, both user groups believe safety would be improved with better ‘Biking Facilities’ and ‘Pedestrian Facilities’
- Safety is thought to be most likely be improved with better ‘Biking Facilities’ (6.7) and ‘Pedestrian Facilities’ (5.2). Safety not thought likely to be improved with better ‘Auto Facilities’ (2.9) or ‘Transit Facilities’ (3)



River Road Safety: By Place of Residence



Section 2: Summary: Origin-Destination Survey

All Participants

The average number of respondents to questions regarding **current** tripmaking was 105. The total trips described by them numbered 204, although not all trips were completely described in terms of mode, purpose, origin, and destination. For example, the total number of trips **completely** described by purpose, mode, origin and destination numbered 155. Thus summary scores may vary from category to category.

The number of respondents to questions regarding potential **new** tripmaking was 90, due to attrition later in the meeting. The total trips described by them numbered 165, although, again, not all trips were completely described in terms of mode, purpose, origin, and destination. For example, the total number of new trips **completely** described by mode, purpose, origin and destination numbered 119. Thus summary scores may vary from category to category.

Current Trips

- Zone 1 is the most likely destination for all trips, regardless of purpose. This is especially true for commute and recreation trips
- Bicycle trips span the corridor from zone 1 to zone 10

Future Trips

- Improved bicycle facilities would likely generate more bicycle trips, particularly among already active cyclists
- Many of these future bicycle trips would be recreational in nature, spanning from zone 1 to zone 10

Mode

- **91 of 165(55%) of future trips would be by bicycle**
- **45 of 165(27%) of future trips would be by auto**
- **25 of 165 (15%) of future trips would be pedestrian**
- **4 of 165 (2%) of future trips would use transit**
- 59 of 91 (65%) future bicycle trips would be from people who do not currently use the bicycle as their first or second most frequent trip mode

- 32 of 33 (97%) people who currently use the bicycle as their first or second most frequent trip mode will continue to make bicycle trips in the future

Purpose

- 114 of 165 (69%) future trips would be for the purpose of recreation or visiting a recreational facility
- 16 of 165 (10%) future trips would be for the purpose of commuting to work
- 72 of 91 (79%) future *bike* trips would be for the purpose of recreation or visiting a recreational facility
- 7 of 91 (8%) of future *bike* trips would be for the purpose of commuting to work

Origin / Destination (Trips that had both an origin and destination)

- 32 of 36 (89%) ending in the east end (Zones 5 – 10) begin in the west end (Zones 1 – 4)
- 55 of 75 (73%) future bike trips begin from the west end (Zones 1 – 4)
- 39 of 75 (52%) future bike trips end in the west end (Zones 1 – 4)
- 42 of 75 (56%) future bike trips end outside the corridor (Zones 1 & 10)

Participants living in Zones 2 – 9 (On the River Road corridor)

Mode

- 14 of 14 (100%) people who currently use the bicycle as their first or second most frequent trip mode will continue to make bicycle trips in the future
- 30 of 44 (68%) future bicycle trips would be from people who do not currently use the bicycle as their first or second most frequent trip mode

Purpose

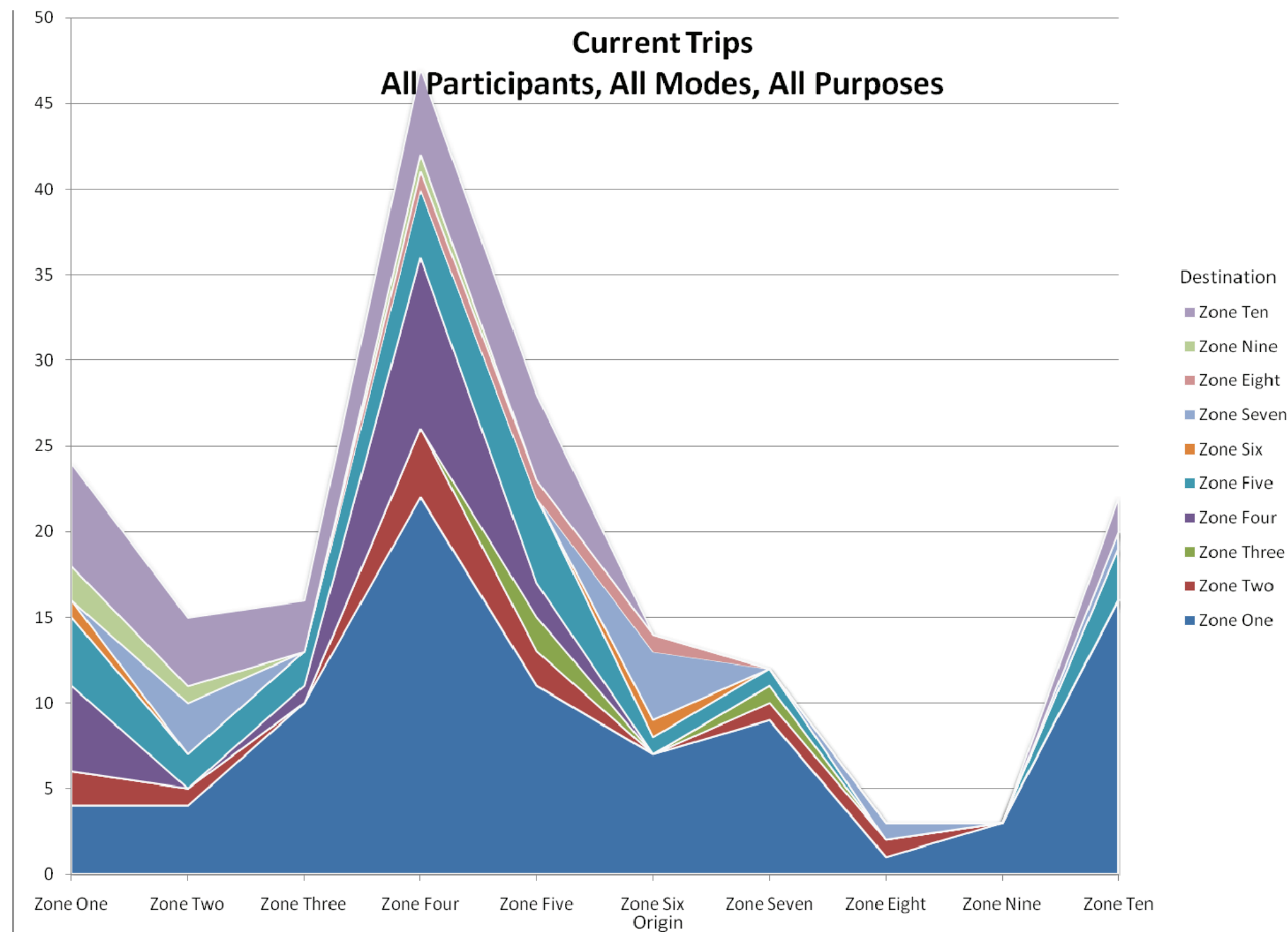
- 57 of 91 (63%) future trips would be for the purpose of recreation or visiting a recreational facility
- 13 of 91 (14%) future trips would be for the purpose of commuting to work
- 33 of 44 (75%) future *bike* trips would be for the purpose of recreation or visiting a recreational facility
- 5 of 44 (11%) future *bike* trips would be for the purpose of commuting to work

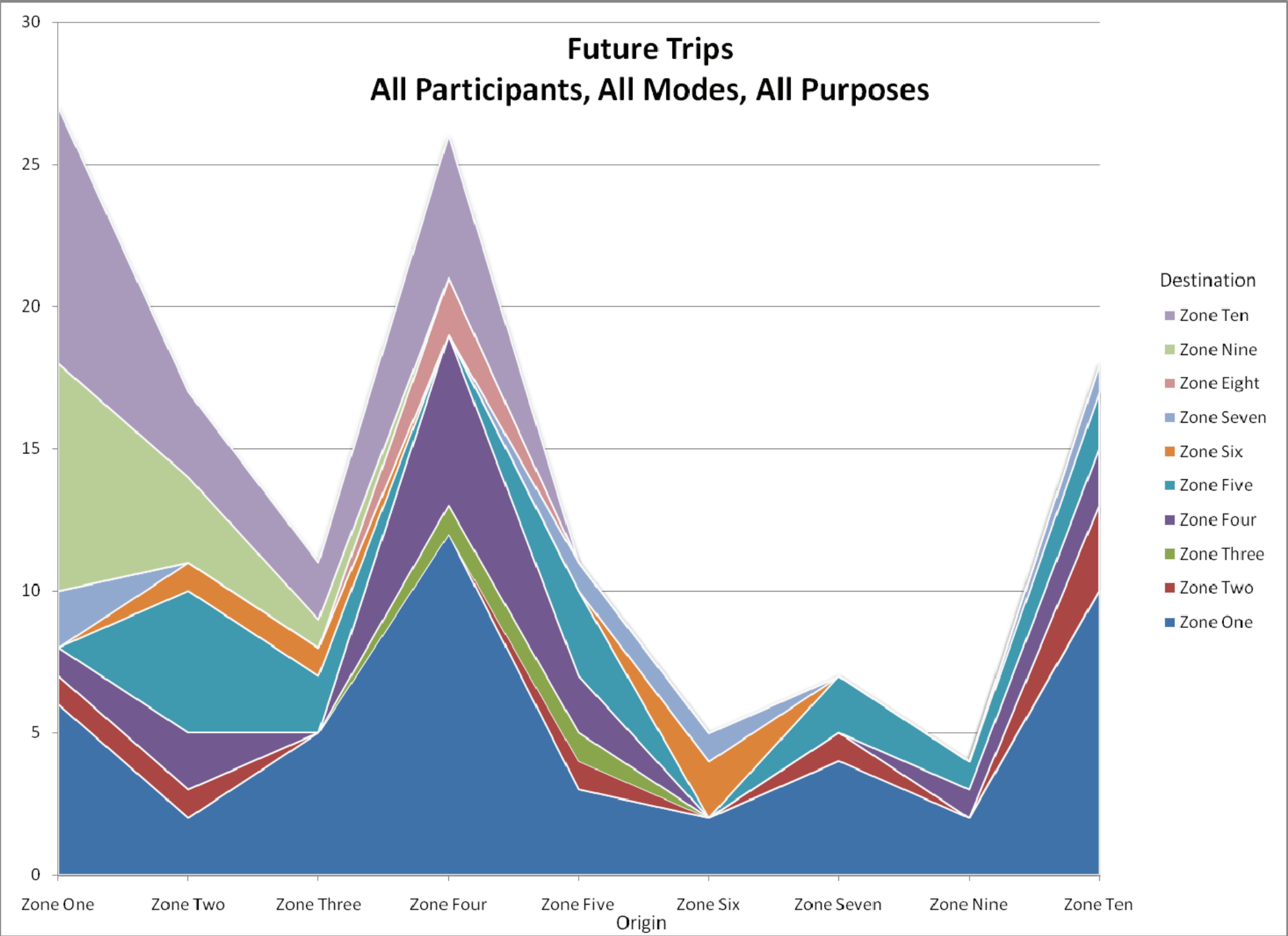
Origin / Destination (Trips that had both an origin and destination)

- 31 of 38 (82%) future bike trips *begin* from the west end (Zones 1 – 4)
- 19 of 38 (50%) future bike trips *end* in the west end (Zones 1 – 4)
- 17 of 38 (45%) future bike trips begin in Zone 4
- 21 of 38 (55%) future bike trips end outside the corridor (Zones 1 & 10)
- 16 of 19 (84%) ending in the east end (Zones 5 – 10) begin in the west end (Zones 1 – 4)

Origin Destination for All Participants, All Modes, All Purposes

Current		To											From Total	Mode		Purpose	
From		Zone One	Zone Two	Zone Three	Zone Four	Zone Five	Zone Six	Zone Seven	Zone Eight	Zone Nine	Zone Ten			Auto			
	Zone One	4	2		5	4	1			2	6	24		175		Commuting to Work	50
	Zone Two	4	1			2		3		1	4	15		33		All Other Work-Related Trips	33
	Zone Three	10			1	2					3	16		0		Social	22
	Zone Four	22	4		10	4			1	1	5	47		1		Retail/Shopping/Dining	38
	Zone Five	11	2	2	2	5			1		5	28				Recreational	58
	Zone Six	7				1	1	4	1			14				Visit a Recreational Facility	0
	Zone Seven	9	1	1		1						12		84%		Commuting to Work	25%
	Zone Eight	1	1					1				3		16%		All Other Work-Related Trips	16%
	Zone Nine	3										3		0%		Social	11%
	Zone Ten	16				3		1			2	22		0%		Retail/Shopping/Dining	19%
	To Total	87	11	3	18	22	2	9	3	4	25	184				Recreational	29%
																Visit a Recreational Facility	0%
Future		To											From Total	Mode		Purpose	
From		Zone One	Zone Two	Zone Three	Zone Four	Zone Five	Zone Six	Zone Seven	Zone Eight	Zone Nine	Zone Ten			Auto			
	Zone One	6	1		1			2		8	9	27		47		Commuting to Work	16
	Zone Two	2	1		2	5	1			3	3	17		91		All Other Work-Related Trips	7
	Zone Three	5				2	1			1	2	11		0		Social	8
	Zone Four	12		1	6				2		5	26		4		Retail/Shopping/Dining	20
	Zone Five	3	1	1	2	3		1				11				Recreational	99
	Zone Six	2					2	1				5				Visit a Recreational Facility	15
	Zone Seven	4	1			2						7		33%		Commuting to Work	10%
	Zone Eight											0		64%		All Other Work-Related Trips	4%
	Zone Nine	2			1	1						4		0%		Social	5%
	Zone Ten	10	3		2	2		1				18		3%		Retail/Shopping/Dining	12%
	To Total	46	7	2	14	7	2	2	2	12	19	126				Recreational	60%
																Visit a Recreational Facility	9%





Origin Destination for Participants Living On the Corridor (Zones 2 – 9), All Modes, All Purposes

Current		To										From Total	Mode		Purpose	
From		Zone One	Zone Two	Zone Three	Zone Four	Zone Five	Zone Six	Zone Seven	Zone Eight	Zone Nine	Zone Ten		Auto			
	Zone One				1	1						2	110		Commuting to Work	39
	Zone Two	1				1				1	1	4	14		All Other Work-Related Trips	18
	Zone Three	7				2					3	12	0		Social	13
	Zone Four	22	2		8	4			1	1	5	43	0		Retail/Shopping/Dining	27
	Zone Five	10		2	2	3			1		5	23			Recreational	23
	Zone Six	7				1	1	4	1			14			Visit a Recreational Facility	0
	Zone Seven	3	1			1						5	89%		Commuting to Work	33%
	Zone Eight		1						1			2	11%		All Other Work-Related Trips	15%
	Zone Nine	3										3	0%		Social	11%
	Zone Ten											0	0%		Retail/Shopping/Dining	23%
	To Total	53	4	2	11	13	1	5	3	2	14	108			Recreational	19%
															Visit a Recreational Facility	0%
Future		To										From Total	Mode		Purpose	
From		Zone One	Zone Two	Zone Three	Zone Four	Zone Five	Zone Six	Zone Seven	Zone Eight	Zone Nine	Zone Ten		Auto			
	Zone One	4								1	3	8	31		Commuting to Work	13
	Zone Two				1	1	1			2		5	44		All Other Work-Related Trips	6
	Zone Three	5				2	1			1	2	11	0		Social	3
	Zone Four	11		1	6				2		5	25	2		Retail/Shopping/Dining	12
	Zone Five	1	1		2	3		1				8			Recreational	49
	Zone Six	2					2	1				5			Visit a Recreational Facility	8
	Zone Seven	1										1	40%		Commuting to Work	14%
	Zone Eight											0	57%		All Other Work-Related Trips	7%
	Zone Nine	2			1	1						4	0%		Social	3%
	Zone Ten					1						1	3%		Retail/Shopping/Dining	13%
	To Total	26	1	1	10	3	2	0	2	4	10	68			Recreational	54%
															Visit a Recreational Facility	9%

